*214. *[Transferred to 18th March,* 1993]

Scuffle between CRPF Personnel and Punjab Police at Chandigarh

*215. SHRI VIREN J. SHAH :

SHRI PRAMOD MAHAJAN :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that certain CRPF personnel were killed and injured in firing during a scuffle between paramilitary and Punjab Police personnel outside the Sector 16 stadium at Chandigarh on 20th January, 1993;

(b) if so, what are the facts in this regard;

(c) what steps Government have taken to safeguard the lives of para-military forces in Punjab;

(d) the amount of compensation paid to the heirs of persons killed and those injured; and

(e) what action has been taken against the guilty police officials ?

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN) : (a) to (e) The Chief Minister of Punjab alongwith his carcade arrived at the venue of the Chandigarh stadium to witness the One Day International Cricket Match between India and England on 21 January 1993 (not on 20 Jan. 1993). The UT Police allowed the four cars of the Chief Minister's motorcade and stopped the CRPF escort at the Stadium entry. Subsequently, a scuffle ensued in which a short accidently fired ostensibly by a member of the CRPF injured a Head Constable and a Constable of the same Force.

This is not a case of crossfire between two forces and, therefore, the question of safety of para-military forces does not arise.

An amount of Rs. 1,50,000/- was paid to the next of kin of the deceased Head Constable. An amount of Rs. 5,000/- was paid to the injured constable.

Prima facia, the case appears to be one of accidental firing. Nevertheless, a magisterial enquiry has been ordered to determine the facts and fix responsibility as also to prescribe guidelines to ensure that such incidents do not recur.

Augmentation of DTC Fleet

*216. SHRI ANANT RAM JA1SWAL : Will the Miniter of SURFACE TRANSPORT be pleased to state :

(a) what is the average number of DTC buses plying daily and what is the number of DTC employees;

(b) what is the optimum number of employees required to ply the DTC buses and how this number is arrived at;

(c) whether Government propose to augment the DTC fleet for the benefit of both the excess staff and the ever-increasing commuters;

(d) whether DTC have prepared any plan for reducing cost as well as for achieving optimal performance; if so, the details thereof; and

(e) whether DTC is planning to commercialise its eastate; if so, the details thereof and by when the same will be implemented ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) On aa average 3677 buses are put on road daily- There are 39801 employees in DTC as on 31-1-1993. It gives a ratio of 10.82 employees per bus.

(b) As per a recent decision of the Government, the optimum number of employees in DTC per bus should be 8. This figure is arrived at on the basis of necessity of adequate staff of all categories required for operating and maintaining 2 shifts per day, throughout the year.

(c) No, Sir.

(d) A high level Committee, which included the CMD, DTC, has recommended the following major measures in DTC for achieving optimal performance :—

1. To reduce staff ratio to 8 men per bus.

2. To achieve 90% fleet utilisation by the end of Eighth Plan.

3. To improve the vehicle utilisation to 220 kms. per bus daily.

4. To improve diesel consumption in KMPL from existing 3.80 to 3.85 by end of Eighth Plan.

5. To improve tyre life from existing 1,12,805 to 1,27,000 KM by the end of Eighth Plan.

6. To peg the cost per KM on stores and spares at 56 paise.

(e) A proposal in this regard is under consideration of the Government.

Traffic condition on Delhi Gate *to* ITO Inter-Section in Delhi

*217. DR. NAUNIHAL SINGH :
SHRI KAMAL MORARKA :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that the entire stretch from Delhi Gate to ITO intersection has turned into a "death trap" with the number of fatal accidents increasing every year;

(b) whether he is aware that the worst offenders are obviously the DTC bus drivers and hawkers on the footpaths; and

(c) what action has been taken by Government in the above-mentioned situation to ensure safe traffic, whereby traffic hazards could be minimised ?

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN) : (a) and (b) The number of accidents (simple as well as fatal) in the stretch from Delhi Gate to ITO intersection during the years 1990, 1991 and 1992 and the number of accidents allegedly caused by the DTC buses is as under:—

Year	Total accidents	Accidents by DTC drivers
1990	Simple accidents 44	5
	Fatal 13	3
1991	Simple accidents 17	3
	Fatal 13	4
1992	Simple accidents 21	—
	Fatal 6	—

(c) The following steps have been taken to ensure safe traffic :—

(i) Prosecution for rash and negligent driving;

(ii) prosecution for driving in wrong lane and overtaking;

(iii) distribution of Road Safety literature to drivers;

(iv) use of Public Announcement system to educate the public;

(v) prosecution of the unauthorised hawkers on roads/pavement;

(vi) proper road markings on the inter-sections and roads; and

(vi) survellance on CCTV at the ITO crossing.

Report on Chilka Prawn Culture Project

*218. SHRI MOHINDER SINGH LATHER : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether Messers Water and Power Consultancy Services (India) Limited (WAPCOS) has submitted its report on Chilka Prawn Culture Project;

(b) if so, what are the salient features thereof;

(c) the assessment of Government with regard to environmental impact on cultivation of prawns at Chilka lake; and

(d) by when the environmental clearance is likely to be given to the Project ?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS WITH ADDITIONAL CHARGE OF THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI-MATI MARGARET ALVA) : (a) A report on the environmental impact assessment study of Chilka Prawn Culture Project, prepared by Water and Power Consultancy Services (India) Ltd., has been received from Orissa Government on 15th February, 1993.

(b) to (d) The Union Government had earlier advised the State Government to carry out an indepth environmental impact assessment study through a multidiscipli-nary team. The report received on February 15, 1993 is under examination in the light of such advice.